

THE
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Official paper of Clatsop County and the City of Astoria.

WEATHER.

Western Oregon and Washington—Occasional rain.
Eastern Oregon and Washington—Rain or snow.

NOT ONE PORT, BUT ALL.

The despatch of the American fleet to the Pacific has set in motion the sequent consideration of adequate harbor protection on this coast and the Senators and Representatives at Washington from the States of Oregon, Washington and California are busy trying to convince the President and heads of departments of the crowning necessities attaching to the several ports under their respective charge; and this is as it should be. Let no useable port be neglected in the deal. But while they are at it, they should remember that to neglect a single harbor, will leave one certain weak link in the chain of defenses that must be impervious to attack, from the Mexican line to the Straits of Fuca, and then some.

We want to see every harbor on the line of the Pacific as fully protected as strategic acumen and public wealth can accomplish; but do not want to see a single one overlooked. This coast is to figure largely in the events of the future and the Government knows what is expected of it in the way of preparation, and it will all be done in time.

But it is not altogether a matter of defensive action and provision. There is always the great question of refuge for the ships of our navy. They must have yards and depots and docks to turn to at given seasons of supply, and for the recovery from hurts and disasters; and the refuges must be instantly available by accessible channels, clear and deep and as direct as may be; this is a fundamental phase of this system of preparation and we cannot imagine that it will be overlooked.

The mouth of the Columbia is considered as among the well protected harbors on the upper Pacific Coast; but six feet more of channel water on the Columbia bar at low water would make it a hundred times as valuable; since a dozen great military establishments on its inner margin will not serve the naval contingent, if there is not ample water in the approaches to let these great vessels in and out at will and order.

It is an excellent thing that official interest is being aroused at Washington in this behalf. The day may come when this country will be engaged in war with an ally of England, and in such an event the last northern port of refuge out here will be the mouth of the Columbia, as the Straits of Fuca will be closed to everything flying our flag and the Puget Sound defenses and naval stations will become as useless as if they were not in existence. Therefore it were well for our Senators and Representatives to look to the proper equipment of this important harbor while they are assisting in the general scheme of coast defense.

STORM AND GOOD-WILL.

By way of accentuating the pleasant attributes of the Christmas season a violent southwest set in early on Wednesday morning and raged until late in the day, keeping people well within doors and close to the "homey" elements and the happy significance of the hour. Outside the wind raved and howled and the torrential rains beat and swished, while their access poured from every cornice and exposed point and fell upon the hapless wayfarer who was, perforce, abroad. But the day lost none of its charm. Its gifts and other manifestations all made timely and propitious connection between the kindly giver and the happy recipient and all the amuse-

Scandinavian-American
Savings Bank

506-508 Commercial St.

Organized under the State Laws

LOCAL CAPITAL

COURTEOUS TREATMENT

EXPERIENCED MANAGEMENT

CONSERVATIVE METHODS

ment engagements of the day were met in good fashion; and Christmas at Astoria was, as ever, the chief, and happiest, of all the annals. The trade of the city was beyond what had been expected and while the range of purchases was somewhat abated, the volume made up for that, and the spirit of good-will among men was of the same old sort that goes to make a happy season, and he who asked more than that was the only disappointed man we know of.

SALVATION IN JANUARY.

The ordinary American looks to New York City for each recurrent expression of financial expansion and depression, as naturally as he turns to Chicago for pork; and a recent number of the Journal of Commerce of the national metropolis brings figures that indicate, that as the recent stringency arose there, so will it find surcease and obliteration there. According to the paper referred to, the January payments in dividends and interest in that city will aggregate \$186,000,000 a sum exceeding last year's budget by six or eight millions and showing that monetary conditions certainly are not worse, but distinctly better in 1908 than in 1907. "Figures do not lie," however mendaciously disposed some calculators may be at inspired moments; and the prospects as they stand, promise radical and pronounced relief to a situation that, according to every reliable sign, should never have existed at all.

For That Dull Feeling After Eating

I have used Chamberlain's Stomach and Liver Tablets for some time, and can testify that they have done me more good than any tablets I have ever used. My trouble was a heavy dull feeling after eating—David Freeman, Kempt, Nova Scotia. These tablets strengthen the stomach and improve the digestion. They also regulate the liver and bowels. They are far superior to pills but cost no more. Get a free sample at Frank Hart, the Leading Druggist, and see what a splendid medicine it is.

FROM LAKES TO GULF.

Chicago is to become a sea-port! The greatest inland city of our continent is to be made an active competitor for the world-trade that is transported in ships, and receive directly at its own wharves the cargoes of the old world and of the southern seas, so writes H. G. Hunting in the Technical World Magazine for January.

And it is to be compassed by bringing the coast to Chicago and not by moving the city to the sea. For a loop is to be taken in the coast-line, as it were, and it is to be drawn up from the Gulf of Mexico and through the valley of the Mississippi and the Illinois and hooked over a good stout mooring at the gateway of Lake Michigan forever uniting salt and fresh water seas. The Mississippi is to carry something else, in millions of tons besides sediment, and twenty-two great prosperous states of our middle west are to come into their own.

For years a gradually swelling cry has been going up from the valley of the great river, strangely like a magically multiplied echo of prophetic words spoken centuries ago. "Give us our river—our highway to the sea," is the burden of the plaint that has the very sound of Marquette's inspired foretelling. When he first drifted down the mighty stream with Joliet in 1673. There has been a strange hiatus in the echo, it is for it has not been plainly heard till now but its vibrations have found a sensitive sounding-board in dire need at last, and are waking the nation.

The scheme for connecting the Great Lakes with the Gulf of Mexico, by

means of a deep waterway, is attracting national attention just now, and with this introduction the author opens a timely article, worth perusal by every business-man. It is illustrated with photographs of the fine scenery along the historic route.

BADLY MIXED UP.

Abraham Brown, Wintereon, N. Y., had a very remarkable experience; he says: "Doctors got badly mixed up over me; one said heart disease; two called it kidney trouble; the fourth, blood poison, and the fifth stomach and liver trouble; but none of them helped me; so my wife advised trying Electric Bitters, which are restoring me to perfect health. One bottle did me more good than all the five doctors prescribed." Guaranteed for blood poison, weakness and all stomach, liver and kidney complaints, by Chas. Rogers druggist, 50.

Since its establishment thirty-nine years ago the Canada postal savings bank has received and disbursed \$465,000,000 without any hitch whatever. At this time the postal savings banks of Great Britain and its colonies hold deposits of over \$800,000,000, all in small credits, for the amount received from one individual is limited. The system seems to be a complete preventive of hoarding.

Passed Examination Successfully

James Donahue, New Britain, Conn., writes: "I tried several kidney remedies, and was treated by our best physicians for diabetes, but did not improve until I took Foley's Kidney Cure. After the second bottle I showed improvement, and five bottles cured me completely. I have since passed a rigid examination for life insurance." Foley's Kidney Cure cures back-ache and all forms of kidney and bladder trouble. Sold by T. F. Laurin, Owl Drug Store.

The United States cruisers Washington and Tennessee have reached the Pacific in advance of the main fleet and will arrive at San Francisco before the end of the year. Their crews are of the opinion that the long voyage is first-class naval practice.

Millions of bottles of Foley's Honey and Tar have been sold without any person ever having experienced any other than beneficial results from its use for coughs, colds and lung troubles. This is because the genuine Foley's Honey and Tar in the yellow package contains no opiates or other harmful drugs. Guard your health by refusing any but the genuine. Sold by T. F. Laurin, Owl Drug Store.

King Edward makes no speeches except the short formal ones, and writes no messages, which according to the American idea, is carrying brevity too far. Yet condensation in a public paper is appreciated by the people, and they find it helpful.

Notice to Our Customers—

We are pleased to announce that Foley's Honey and Tar for coughs, colds and lung trouble is not affected by the National Pure Food and Drug law as it contains no opiates or other harmful drugs, and we recommend it as a safe remedy for children and adults. Sold by T. F. Laurin, Owl Drug Store.

It must be that the congressmen who are preparing the currency bills are trying to overshadow the tariff question and prevent Senator Foraker from getting a rehearing of the Brownsville case.

What's the use of carrying around a grouch? It's easier to be merry.

AMERICA'S FLEET

The Squadron May be Able to
Awe South Americans.

BUT WILL LEARN SOMETHING

Rivers and Harbors Improvement in South American Countries Far in Advance of U. S. and Have in Course of Construction Many Improvements.

WASHINGTON, Dec. 26.—If the South American countries view with awed surprise the great fighting fleet now bearing down along the eastern coast, the officers and men of the powerful naval expedition also likely will open their eyes at the wonders of the South American shores. For the greatest squadron of modern battleships the world ever saw will find safe anchorage in harbors worthy of its reception. Instead of into shallow indentations in the coast line, Admiral Evans will turn the noses of his sixteen engines of destruction into deepwater ports in which they may ride at ease.

The cruise thus will be one of education for Americans, as well as furnishing evidence to the world at large that this nation is capable of upholding its honor on the high seas. There is a rooted idea in the minds of people of the United States generally that South America is a benighted country, with small enterprise and fewer ambitions. The impression is entirely wrong.

It was brought prominently to the attention of the American people this month that the Latin countries of the Western hemisphere are in many ways outstripping the United States. John Barrett, director of the Bureau of American republics in the course of an address before the recent convention of the National Rivers and Harbors Congress here, said:

"The one central thought I wish to bring out in this address is both remarkable and surprising, but entirely true. It is that our sister republics of Latin America, which we have been in the habit of neglecting as unimportant and regarding carelessly as the home of revolutions are spending more money and following a more systematic plan at this moment for the permanent improvement of their rivers and harbors than is the United States. In other words, five of our twenty sister nations, namely Brazil, Uruguay, Argentina, Chile and Mexico have now under way harbor and channel construction for which direct appropriations of not less than \$100,000,000 have been made, and these same governments announce that they have only begun a vast scheme of improvements which they contemplate."

At Rio Janeiro, the capital of Brazil and boasting a population of 850,000, the Brazilian government is spending \$25,000,000 in making harbor improvements and constructing concrete basins and docks that will surpass anything in this country. Brazil also is spending at Pam near the mouth of the Amazon, \$13,000,000; at Santos a swampy port has been transformed into a splendid harbor at a cost of \$15,000,000, and at Rio Grande de Sul work is going forward on harbor improvements to cost another \$12,000,000.

This activity is not confined to Brazil. Argentina is equally active. Its harbor at Buenos Ayres is the pride of the country and cost \$50,000,000, but the government is preparing to spend \$15,000,000 additional in improvements. Rosario, several hundred miles from the sea on the river Parana, is a splendid seaport because of improvements to the river and the construction by the government of docks costing \$10,000,000, at which the largest steamers load and unload.

The expenditures made by this government for waterway improvements seem paltry beside these figures. The National Rivers & Harbors Congress has been in session for several years that not less than \$50,000,000 annually should be expended by the United States in such work. The sorry condition, and one that is growing worse every day, of the railroads renders absolutely imperative the development of some additional means of transportation.

Likewise a ton of coal would make good filling for a stocking.

COFFEE

Cheap for those that won't pay for good; Schilling's Best for those who won't have poor.

Your grocer returns your money if you don't like it; we pay him

I wish to thank my many friends and acquaintances for their extremely liberal patronage during this joyous Holiday Season, and I wish to emphasize the FACT that I ALWAYS stand ready to make good or exchange anything purchased from me that does not prove satisfactory in every way.

Now that the Christmas Holidays are over, and I have had time to look over my stock, I will be prepared to offer some tempting bargain prices on articles suitable for New Year's gifts.

J. H. SEYMOUR

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466 Commercial St., Astoria, Ore.

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McCormick Harvesting Machines
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Malthold Roofing
Thorpe Cream Separators
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Hardware, Groceries, Ship
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Tan Bark, Blue Stone, Muriatic Acid, Welch Coal, Tar,
Ash Oars, Oak Lumber, Pipe and Fittings, Brass
Goods, Paints, Oils and Glass
Fishermen's Pure Mammilla Rope, Cotton Twine and Seine Web

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FISHER BROS.

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1908 Tide Tables

Just received the 1908 Government tide tables.

We have a full line of 1908 diaries; start the new year right by keeping a full account of all your doings and also correct account of cash spent and received.

E. A. HIGGINS CO.,

MUSIC BOOKS STATIONERY

If earnestness of purpose, coupled with skill, experience and modern facilities COUNT—

Then the DISSTON "COUGAR SAW" will continue as the STAND-

ARD by which the merits of all other saws are judged.

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Astoria Hardware Co., - 113 12th St.

TIME CARD

Astoria & Columbia River R. R. Co.

Effective, Monday, September 9, 1907—Pacific Time.

Day	Time	From	To	Miles	Day	Time	From	To	Miles
Sunday Only	8:15 a.m.	ASTORIA	PORTLAND	119.1	Sunday Only	8:15 a.m.	PORTLAND	ASTORIA	119.1
Daily	8:30 a.m.	ASTORIA	PORTLAND	119.1	Daily	8:30 a.m.	PORTLAND	ASTORIA	119.1
Except Sunday	9:00 a.m.	ASTORIA	PORTLAND	119.1	Except Sunday	9:00 a.m.	PORTLAND	ASTORIA	119.1
Daily	9:30 a.m.	ASTORIA	PORTLAND	119.1	Daily	9:30 a.m.	PORTLAND	ASTORIA	119.1
Except Sunday	10:00 a.m.	ASTORIA	PORTLAND	119.1	Except Sunday	10:00 a.m.	PORTLAND	ASTORIA	119.1
Daily	10:30 a.m.	ASTORIA	PORTLAND	119.1	Daily	10:30 a.m.	PORTLAND	ASTORIA	119.1
Except Sunday	11:00 a.m.	ASTORIA	PORTLAND	119.1	Except Sunday	11:00 a.m.	PORTLAND	ASTORIA	119.1
Daily	11:30 a.m.	ASTORIA	PORTLAND	119.1	Daily	11:30 a.m.	PORTLAND	ASTORIA	119.1
Except Sunday	12:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	12:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	12:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	12:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	1:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	1:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	1:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	1:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	2:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	2:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	2:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	2:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	3:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	3:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	3:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	3:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	4:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	4:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	4:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	4:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	5:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	5:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	5:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	5:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	6:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	6:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	6:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	6:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	7:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	7:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	7:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	7:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	8:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	8:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	8:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	8:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	9:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	9:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	9:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	9:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	10:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	10:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	10:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	10:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	11:00 p.m.	ASTORIA	PORTLAND	119.1	Except Sunday	11:00 p.m.	PORTLAND	ASTORIA	119.1
Daily	11:30 p.m.	ASTORIA	PORTLAND	119.1	Daily	11:30 p.m.	PORTLAND	ASTORIA	119.1
Except Sunday	12:00 a.m.	ASTORIA	PORTLAND	119.1	Except Sunday	12:00 a.m.	PORTLAND	ASTORIA	119.1

No. 26 and 28 run from Astoria to Clatsop Beach via Ft. Stevens. No. 28 runs from Portland to Astoria and Clatsop Beach direct. No. 24 runs from Portland to Astoria only. No. 30 runs from Astoria to Clatsop Beach direct. No. 21, 25 and 29 run via Ft. Stevens. No. 23 runs from Clatsop Beach to Astoria and Portland direct. Additional train will be run from Astoria to Ft. Stevens and return on Sundays, leaving Astoria 11:30 a. m., arrive Ft. Stevens 12:25 p. m. Returning leaves Ft. Stevens 2:00 p. m., arrives Astoria 2:45 p. m. Trains marked * run daily; † Telegraph stations.

CONNECTIONS—At Portland, with all trans-continental lines. At Goble, with Northern Pacific Railway Co. At Astoria with steamers for San Francisco and Tillamook and Ilwaco Railway & Navigation Co.'s boat and railway.

Through tickets sold to and from all points in the East and Europe. For further particulars apply to,

R. H. JENKINS,

Gen. Ft. & Passenger Agt.,

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C. F. WISE, Prop.

Choice Wines, Liquors
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Hot Lunch at all Hours

Merchants Lunch From
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25 Cents

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